

family soliters and journalists with whom Mr. Hooley has had dealings in making up the "front pages" of his various prospectuses. It is almost needless to add that nearly every one named by Mr. Hooley has repudiated the suggestion either that he was hired for any improper purpose or that he was paid in hard cash for his services in helping Mr. Hooley to impose upon the credulity of British investors.

A MIRROR OF MANNERS.

It would be inexpedient to dismiss these Hooley matinees at the Bankruptcy Court as town shows suited to hot weather. They have a theatrical interest, but they also mirror the manners and social vices of the times. They tend to promote reflection tinged with satire upon the tendencies of smart society, whose manner of life is constantly becoming more extravagant in cost and less dignified in motive. If Mr. Hooley makes even a remote approach to the truth, he reveals evidence of barter and traffic in exclusive circles which are supposed to be untainted by anything so vulgar as trade. He also lays bare the fact that many of the titled figures, who make so brave a show in society columns, are at their wits' end to pay their current expenses, and are ready to receive commissions for introducing distinguished people or to take anything, from £1,000 to £50,000, for the use of their names in prospectuses of new companies. If Mr. Hooley had succeeded in establishing company-promoting on a permanent social basis, he would probably have introduced some kind of a tariff or schedule of prices. Fees for introductions to earls and dukes would have been regulated on a sliding scale, and the perquisites of directors would have been fixed in accordance with established principles of social precedence. As it was, he was incapable of resisting the importunities of greedy and needy people of leisure.

One thing is evident from his disclosures. He considered early the most tempting bait for investors, and was not particular in his choice of them. Men moving in the best circles of London society may be at a loss to understand what commercial value the names of some of Mr. Hooley's directors could have. He knew how dear the small investor loved a lord. One lord for business purposes was apparently as good as another, and any one with a title was a drawing card in working off the shares of an over-capitalized company.

HOOLEY IMPOSED UPON.

Mr. Hooley was undoubtedly imposed upon by a swarm of agents and speculators. Much of the money which he paid for the great names in his prospectuses never reached the hands for which it was designed. It was diverted into the pockets of solicitors, middlemen and speculators, who had found out how easy it was to bleed him. Probably this truth will be apparent at some remote day, when some of the men accused by him of sordid avarice and betrayal of honor have full opportunity for cross-examining him and establishing their innocence.

But whatever may be the temporary injustice to men of high rank, it is undeniable that hundreds of thousands of pounds were paid, directly or indirectly, for the procurement and hire of distinguished names for ornamental company boards. The defrauded shareholders seem to have no remedy in England against the most scandalous abuse of public confidence. Mr. Hooley's boards of directors were not safeguards against business mismanagement, nor guarantees of good faith and mercantile honor. They were made up of gilded and perfumed dummies, manipulated for the exploitation of new and over-capitalized companies.

I. N. F.

MR. HOOLEY MAKES A SCENE.

WHILE ENTERING COURT HE STRIKES GEORGE LAWSON JOHNSTONE WITH A STICK.

London, Aug. 12.—When the examination of Ernest Tubb Hooley, the company promoter, in bankruptcy proceedings was resumed to-day Mr. Hooley, who has been suffering from sickness, unexpectedly attended. In spite of his physician's orders he created a sensation by informing the Registrar that, while entering court, George Lawson Johnstone, of Kingston, Kent, drew him on one side and said:

"I can say anything further about you. I shall enter the witness-box and state what I know about your wife's funds."

Mr. Hooley added:

"I cut him across the head with a stick."

The Registrar thereupon directed Mr. Hooley and his counsel to forthwith proceed to Justice Wright's court and enter a charge of contempt of court against Mr. Johnstone.

Mr. Johnstone is the son of John Lawson Johnstone, who purchased the Prince of Wales's company and afterward sold her to Mr. Hooley. The examination of Mr. Hooley was adjourned until Monday, after Mr. Johnstone, who was a director of the Boveri Company, the Earl of Albemarle and others had denied the illegitimacy of their dealings with Mr. Hooley.

The Earl of Albemarle admitted he had received £2,000, but he said he understood the money was the result of a speculation Mr. Hooley had undertaken in his behalf, and he was quite willing to repay the amount to whoever was entitled to it.

In the Queen's Bench Division of the High Court of Justice the motion made by counsel for the official receiver to commit Earl Delawarr and Messrs. Broadley, Bradshaw and Rucker for contempt of court in attempting to induce Mr. Hooley to falsify evidence was partially heard.

Counsel presented a telegram from Earl Delawarr to Mr. Hooley asking him to make it clear that the Earl had not received £20,000 for joining the Dunlop company, that he had not kept any thing due the Earl of Albemarle, that he was not joining the Board, that he had not introduced Mr. Hooley to Lord Greville, and asking Mr. Hooley to say he had not had any communication with Earl Delawarr since his first examination.

Counsel for Earl Delawarr said he was not prepared at present to cross-examine him, but he added, Earl Delawarr was ready forthwith to deny that he had attempted to bribe Mr. Hooley.

Justice Wright thereupon adjourned the case until Tuesday, saying it was important that the case should be met, as the sooner it was cleared up the better for all concerned.

FRENCH EXPEDITION TO AFRICA.

COMMITTEE INVITES SUBSCRIPTIONS FOR EQUIPMENT OF A MISSION TO LAKE TCHAD.

London, Aug. 12.—The Brussels correspondent of "The Daily Telegraph" says:

"Prince Aremberg, president of the French African Committee, has issued a circular letter inviting subscriptions for the equipment of two missions to Central Africa, in place of the ill-fated Camerozo expedition."

"The circular refers to the English endeavor to seize all unappropriated territory in West Africa, and to the success similar expeditions have had in forestalling these attempts. It appeals for French support of similar work in Central Africa, enjoining secrecy, and promising a forward policy in Africa, which it is prepared to carry out to the bitter end."

JAPAN'S BIG DEFICIT.

Yokohama, Aug. 12.—The estimates for the next fiscal year show a deficit of \$9,000,000 yen.

ELECTIONS IN JAPAN.

Yokohama, Aug. 12.—The elections to the House of Representatives of the Imperial Diet promise a sweeping majority for Count Okuma's government.

MRS. TERRISS DEAD.

London, Aug. 12.—Mrs. Terriss, the widow of the late William Terriss, the actor, who was stabbed and killed by a man named Richard Arthur Prince as he was about to enter the stage door of the Adelphi Theatre on December 16 last, died of cancer this morning.

ADMIRAL KIRKLAND DEAD.

THE FORMER RANKING OFFICER OF THE NAVY UNABLE TO RALLY FROM AN OPERATION.

(BY TELEGRAPH TO THE TRIBUNE.)

San Francisco, Aug. 12.—Admiral Kirkland died at Mare Island Navy Yard at 7 o'clock to-night.

William A. Kirkland was born in North Carolina July 3, 1836, and was appointed to the Navy from that State July 2, 1850. He was first attached to the sloop Portsmouth, and then to the frigate St. Lawrence, and served with the Pacific Squadron until 1853. He then spent some time at the Naval Academy and was promoted to passed



REAR ADMIRAL WILLIAM A. KIRKLAND.

midshipman June 20, 1856. He served with the Brazil Squadron until 1862, being commissioned lieutenant March 18, 1858, and lieutenant-commander July 18, 1862. He was then assigned to the China station, serving there and in the East Indies until 1864.

During the greater part of the Civil War Lieutenant-Commander Kirkland was away from the scene of action, but in 1864 he was ordered home and placed in command of the ironclad Winnebago, of the Western Gulf Blockading Squadron. He served until Acting Rear-Admiral Thibault in the combined movements of the military and naval forces against the defenses of Mobile, which resulted in the capture of that city and the surrender of the Confederate fleet.

From 1864 to 1870 he commanded the steamer Wasp, of the South Atlantic Squadron. He commanded the same ship from 1870 to 1875, and was from time to time connected with the same squadron until 1883. He was then promoted to captain in 1883, and was attached to the North Atlantic Squadron, and was at the Brooklyn Navy Yard from October, 1884, to 1886, and during the first part of that time was in command. From October, 1889, to July, 1891, he was Supervisor of New York Harbor, when he became commander of the League Island Navy Yard, at Philadelphia.

He was commissioned as commodore June 27, 1892, and rear-admiral March 1, 1893. Admiral Kirkland was then placed in command of the European Squadron, a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

discovering when the gas influence was gone that he had not felt the slightest pain, he remarked enthusiastically: "It's the greatest discovery ever made. Some years after the use of the gas and became quite common three dentists, one of them being Dr. Wells, became lunatics because of their belief in and out of court as claimants of the discovery of anaesthesia. Dr. Wells committed suicide while delirious, as did Dr. Morton and the third claimant, Dr. Jackson, died soon after coming out of an insane asylum. Dr. Colton, as a 'laughing gas' dentist, did an enormous business. It is said that he and his assistants from the time of the anaesthetic discovery up to a recent period had pulled without pain to their patients a million teeth."

J. W. JAGO ARRESTED.

CHIEF OFFICER OF THE BRITANNIC TAKEN INTO CUSTODY ON CHARGE OF THEFT AND SMUGGLING.

Queenstown, Aug. 12.—J. W. Jago, chief officer of the White Star Line steamship Britannic, who is charged with being concerned in robbing the mails and in smuggling, was arrested here this morning on the arrival at this port of the Cunard Line steamer Lusitania, which left New-York on Saturday last, August 11.

The detectives who boarded the steamer on her arrival here at 6:30 a. m. to search for Jago had little difficulty in finding him, as he travelled under his own name. He was in a second-cabin berth, and was arrested and charged with the theft of bonds from the Britannic's mails.

Jago denies being concerned in the theft of the bonds, but he admits his complicity in the smuggling transactions which were revealed after the arrest of John Kynaston, third officer of the Britannic, in Jersey City on August 4, after trying to cash coupons belonging to twenty stolen Government bonds. The prisoner said he fled because of his connection with the smuggling transactions. At an extraordinary meeting of the court this evening Jago was charged with stealing letters from the mails, and was remanded for a week. He was taken to the jail at Cork.

Jago is said by the customs officials and postoffice inspectors in this city to be the leader of a gang that has carried on the most extensive system of smuggling and ocean steamship mail robbing that has come to light in recent years. Several other alleged members of the gang are already under arrest. They are John Kynaston, third officer of the Britannic, who was arrested in Jersey City on Friday last for attempting to cash twenty coupons from United States bonds which he is charged with having stolen from the mails; Henry Galway, Thomas Tiche and William Bernard, stewards on the Britannic, who were arrested by Customs Officer Kruckman for smuggling into this port thirty-four thousand yards of fine lace. Kynaston is confined in New-Jersey, and the other three in the Ludlow Street Jail. Several other officers of the vessel have been placed under bonds as witnesses.

On Friday last Kynaston presented for payment at the Third National Bank in Jersey City coupons from twenty stolen Government bonds. At the first of August on the part of the British Kynaston did not, but was caught and arrested. About the same time Special Customs Officer Kruckman captured Jago and his associates, John Albert Jago, which was carrying the stolen linen from the Britannic to a laundry, and found concealed in the trunk a quantity of stolen lace. Galway, Tiche and Bernard were then arrested.

From information obtained from the prisoners suspicion was placed on Jago as the ring-leader of the gang.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

Admiral Kirkland's name was brought into prominence at the time of his detachment from the European Squadron in October, 1893. Dissatisfaction was caused by the nomination of Admiral Kirkland to a place which he retained until November, 1893, when ordered home. His next assignment did not come till June 1, 1898, when he was placed in command of the Mare Island Navy Yard, at San Francisco, where he remained until prevented from further service by the illness and the operation which he underwent in the latter part of the year. On July 3 of the present year, but was to have continued his command until the termination of the year, but he died on the morning of the 12th.

He was at his retirement the senior ranking officer on the active list.

NEW REPUBLIC'S CONSTITUTION.

SALVADOR, HONDURAS AND NICARAGUA TO HAVE ONE PRESIDENT, INSTEAD OF THREE.

(Correspondence of the Associated Press.)

Managua, Nicaragua, July 26.—The delegates to the convention to form a constitution for the States of Salvador, Honduras and Nicaragua continue their sessions here almost daily. The work, however, is progressing slowly. The delegates have discussed the first eleven of the articles in the printed form of a constitution which they have as a guide and have decided on the following principles:

First—The organization is to be a Confederacy, instead of a Central Union of the three States.

Second—The name of the Confederation is to be "The United States of Central America."

Third—There is to be a Federal District, composed of the Civil Departments of Chinandega, Nicaragua, Choluteca, in Honduras, and La Paz, in Salvador, all bordering on the Gulf of Fonseca.

Fourth—The organizing capital is to be Amapala, on the Gulf of Fonseca, in the Department of Choluteca, Honduras. The permanent capital is to be determined by the first Congress, and will be located at either Amapala, Choluteca or Chinandega.

Fifth—There is to be one President, instead of a triple-headed tribune, as at first proposed. In a recent session delegates from Salvador protested against what they termed "a spirit of anarchy" in Salvador. In some speeches made by certain delegates from Honduras.

It is thought probable that either President Bonilla, of Honduras, or President Zelaya, of Salvador, will be the first President of the proposed Confederacy.

RAILWAY WRECK IN ITALY.

ACIDENT AT GIORI TUNNEL CAUSES DEATH OF NINE PERSONS AND INJURY TO FORTY.

Genoa, Italy, Aug. 12.—In a collision yesterday evening between a passenger train and a freight train, near Ponte Decimo, nine persons were killed and forty were seriously injured.

The freight train, which was heavy, was drawn three engines. After it had entered the Giori tunnel the train stopped at a steep grade, the engines being unable to pull the cars any further. Then the tunnel became filled with the ashes from the engines, asphyxiating the drivers and stokers, whereupon the train slid backward, and, gaining fearful speed, struck the passenger train at the tunnel entrance, demolishing both of them.

TWO WOMEN MISSIONARIES KILLED.

A LAUNCH IN YOKOHAMA HARBOR.

Victoria, B. C., Aug. 12.—The steamer Victoria, just arrived from the Orient, brings news of an accident in Yokohama Harbor, in which two women missionaries of the American Mission Board, the Misses Simmons and Allen, lost their lives.

The women had a number of friends, who were journeying to the Chicago Exposition, and the English launch, which was carrying them, was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.

The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred. The launch was being towed by a launch when the accident occurred.